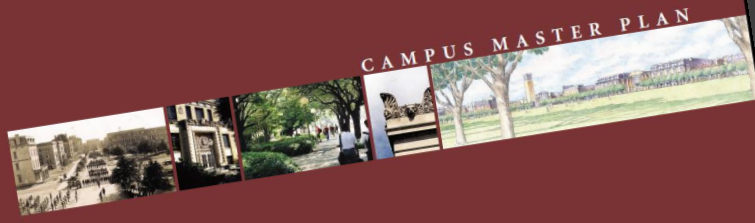


# **FM 60 Northgate Pedestrian Improvements**

# Proposed FM 60 Northgate Pedestrian Improvements

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- Wellborn Road Ramp Improvements
- FM 60 Driveway Removals/Realignments
- Boyett Four-way Intersection
- FM 60 Northgate Sidewalk Improvements
- College-Main / Houston Street Pedestrian Mall



TEXAS A&M UNIVERSITY

NORTHGATE REDEVELOPMENT IMPLEMENTATION PLAN  
SPRING 2003



# Issues Identified in Master Plans



City of College Station

## BIKEWAY AND PEDESTRIAN MASTER PLAN UPDATE



FINAL REPORT  
October 2002

# Northgate Pedestrian Safety

- Crossing University Drive
  - Long multi-lane crossings with:
    - No median refuges
    - Limited sidewalk cueing space
- On University Drive sidewalks
  - Narrow sidewalk widths
  - Too close to FM 60 traffic
- At Northgate
  - J-Walking common across University Drive
- Bicycle Safety at Northgate
  - Poor accommodations
  - Poor Bike Lane continuity through College-Main.
  - Too many conflicts with traffic and pedestrians, especially at University Drive.



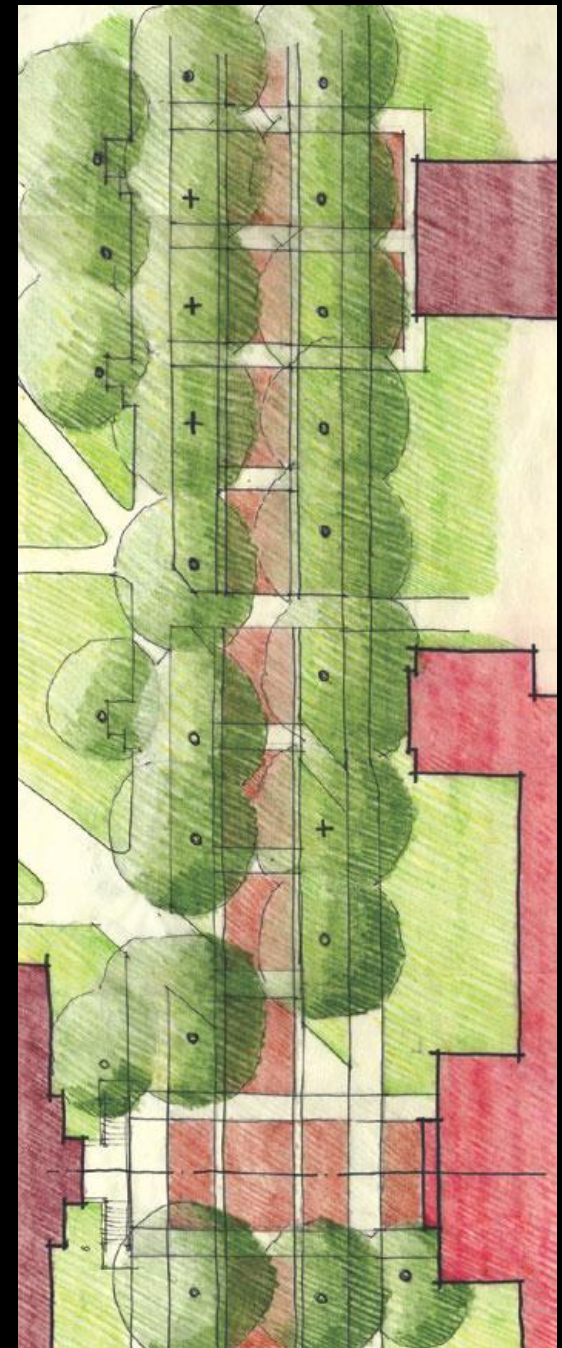
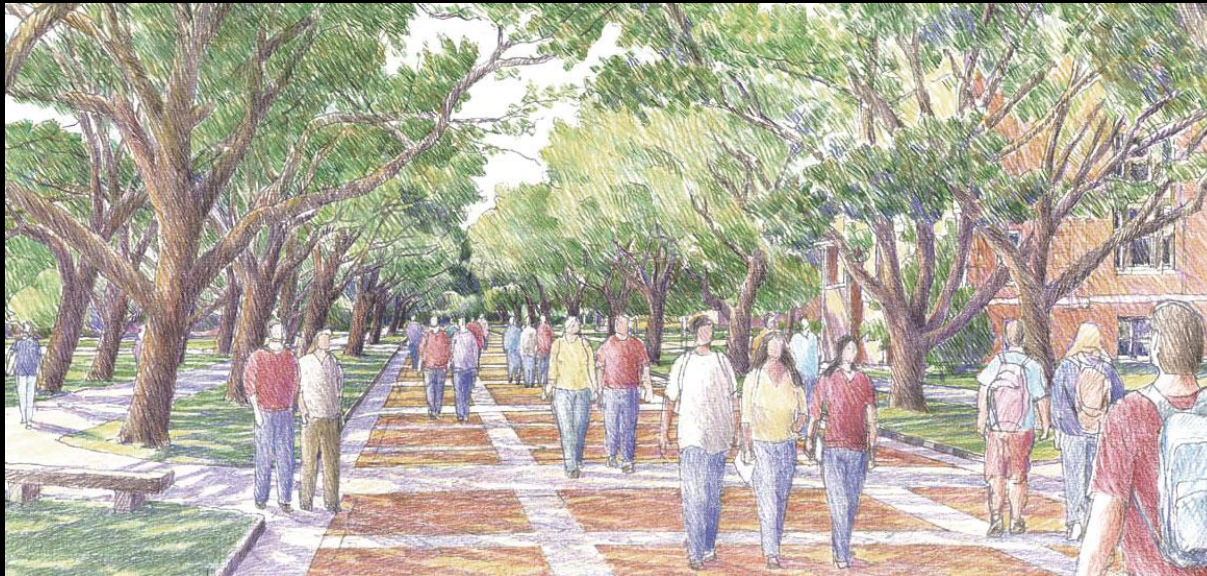
# Texas A&M Campus Master Plan

## On Military Walk:

“...the intent is to enhance an already beautiful space with minor intervention and to return Military Walk to its former status as a processional, pedestrian street.”

## On FM 60:

“...the University will adopt and support the redevelopment and “traffic calming” concept that is being developed for University Drive.”



# Serious pedestrian safety issues:



Existing FM 60 street crossings lack:

Median refuges.

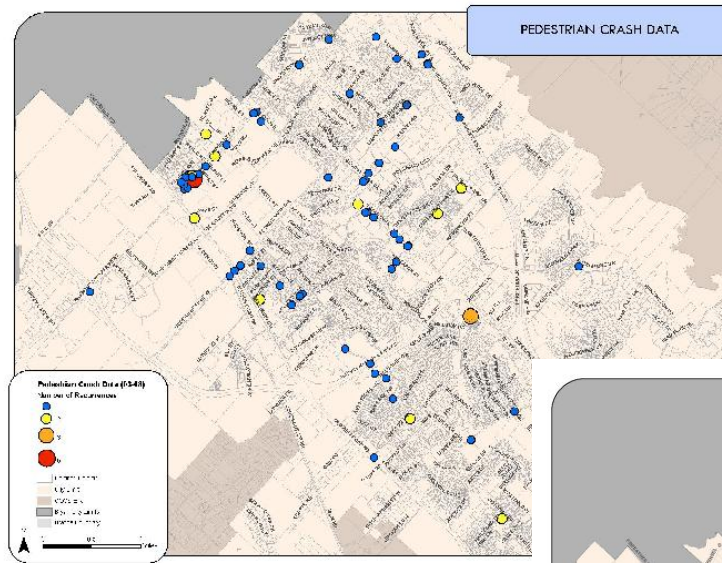
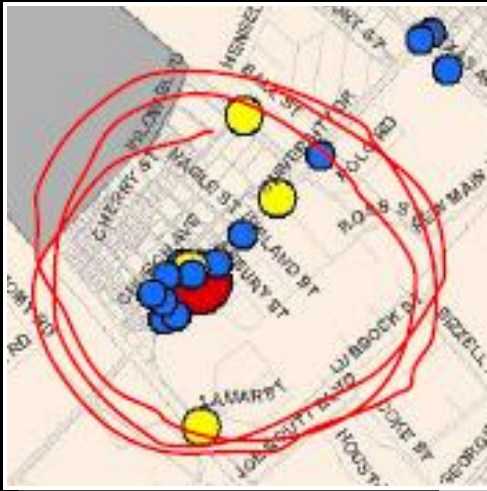
Adequate pedestrian cueing space.

Existing Northgate sidewalks are too narrow.



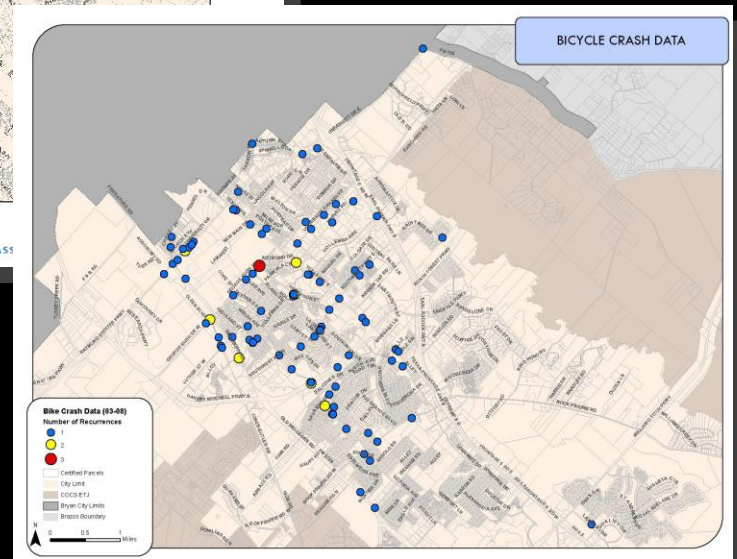


Pedestrian and bicycle crash data identifies FM 60 at College Main as possibly the most dangerous intersection in the BCS area.



Needs Ass

Yet no development plan provided immediately viable solutions to the worst pedestrian and bicycle safety issues along FM 60.



# CS Northgate Redevelopment Plan(s):



Improved crosswalks  
with expanded  
landings and median  
refuges.



Widened sidewalks and landscape medians.

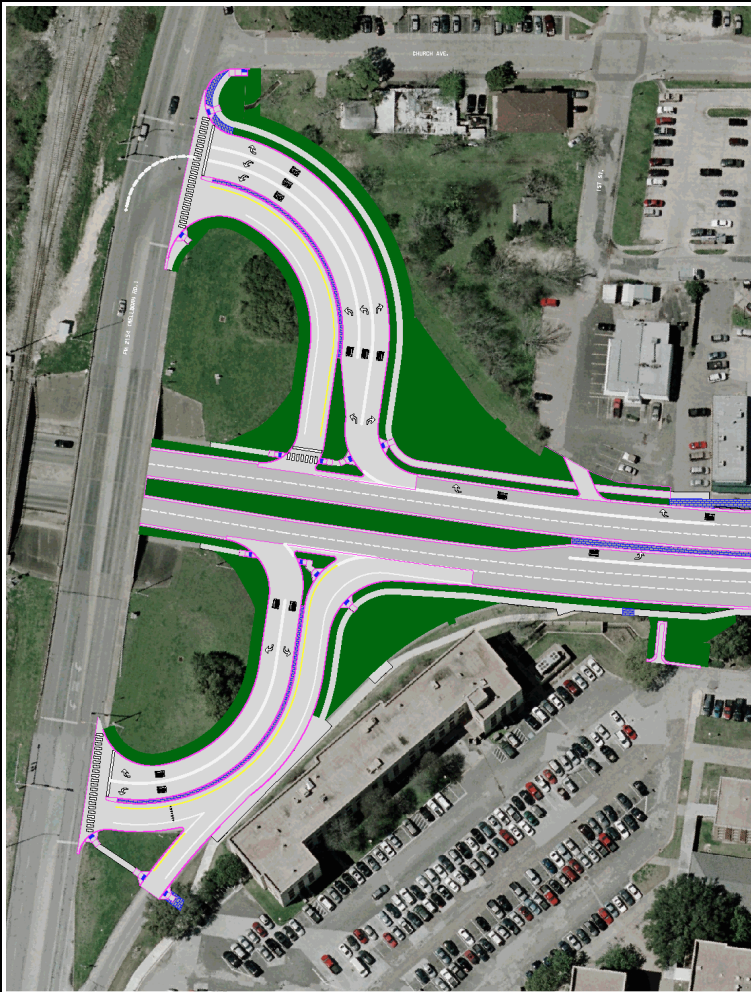


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EX  
TO

# Wellborn Road Ramp Improvements



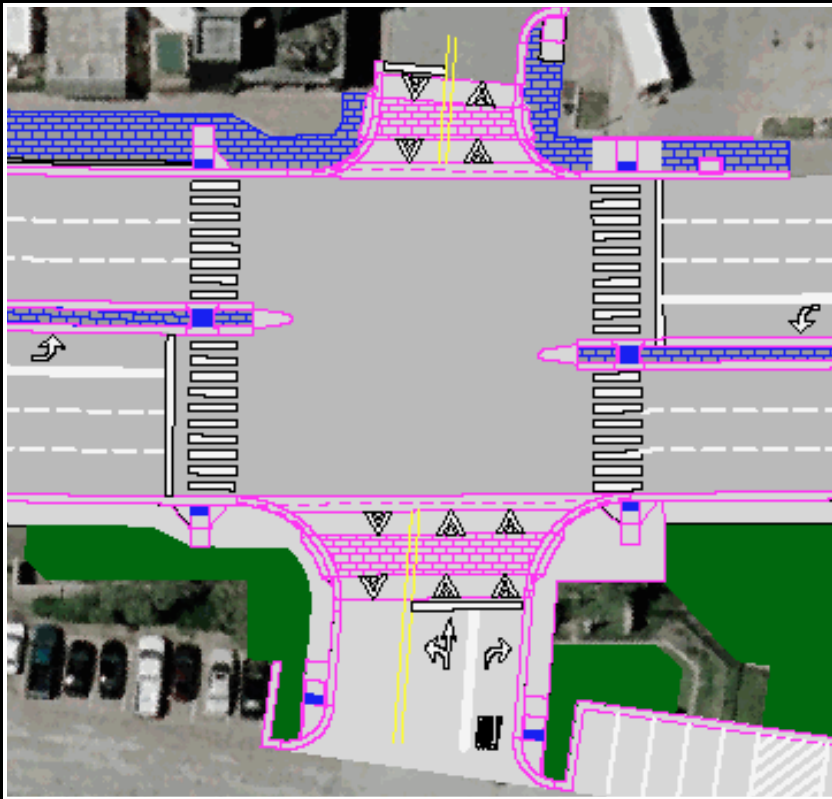
Realign ramps, remove driveways and add FM 60 raised median to improve:

- Traffic calming
- Traffic weave control to Boyett
- Ramp Crosswalk Safety



# Boyett Intersection Improvement

Realigns A&M driveway. Creates a standard signalized four way intersection.



- FM 60 cross-section is wide enough to:
- Include left turn bays and median refuges.
- Corners have adequate pedestrian cueing space.
- Emphasize pedestrian crosswalks with tabled crosswalks at Boyett St. and A&M driveway.



# TxDOT Analysis Conclusions

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- Crossing FM 60 is dangerous today and getting more so, with student population increase and Northgate development.
- Solutions in the approved schematic did not address crossing safety at the most critical conflict point, College-Main.
- The various Master Plans suggested only unfeasible options such as pedestrian overpasses or recessing University Drive through the entire corridor.



- The College-Main crossing remains a major unresolved issue... However:

- Adding median refuges, crosswalk cueing space, wide, protected sidewalk, and dedicated bike lanes can dramatically improve safety at College-Main.
- These improvements *can* be accomplished within this proposed TxDOT project and budget.

# Proposed FM 60 Pedestrian Improvements

## *Conceptual Visualizations*



# Issue One

## Improve narrow sidewalks along FM 60 Northgate Frontage



- Provide adequate sidewalk width and protection from traffic. Enhance business usability of public pedestrian space.



# Solution:



Widen the accessible route and protect adaptable furniture zones from traffic with parapet wall and railing.



Furniture zones can be customized by storefront...





...and support a variety of pedestrian uses.



# What issues do wide sidewalks raise for adjacent properties?

- Removes some short-term parking for businesses
  - Plan re-focuses parking space to pedestrian use. Eliminates 18 parking spaces on FM 60 between College Main and Wellborn exit ramp.
- Modifies service and delivery access to businesses
  - Parapet wall blocks direct street access to FM 60 at furniture zones (Though legal, TxDOT considers stopping in a traffic lane a very dangerous practice along this stretch of highway.)
- Reduces J-walking areas by design
  - Parapet wall and rail block direct access to mid-block J-walk.

# Where does the extra sidewalk width come from?

- Parallel parking is removed from University Drive.
- The center left turn lanes on University at College-Main are eliminated.
  - The 11 foot left turn lane is replaced by 8 foot median.
  - Those extra feet are relocated to the Northgate sidewalk area.

This represents a trade-off of 18 parking spaces between College-Main and the Wellborn exit ramp for pedestrian safety and the usable pedestrian space shown in the previous renderings.

# Issue Two

## Safe University Drive Pedestrian Crossings



A brisk walk for the young and healthy, lack of median refuges, inadequate landings conflicts with bikes and turning vehicles make street crossings hazardous for disabled pedestrians ... even at off-peak periods.



# Solution:



Expand the temporary road closures already implemented at College-Main / Houston Street on Thursday, Friday, and Saturday nights to a full time Pedestrian/Bike Mall.

# How?



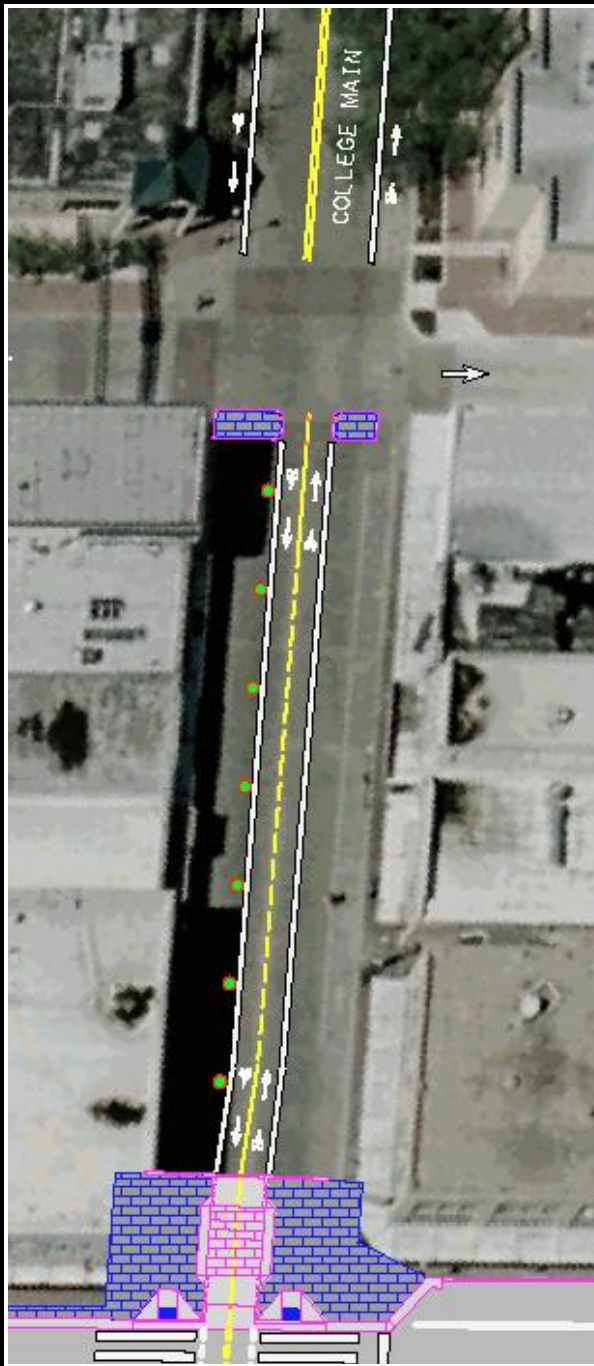
Remove left turn lanes on FM 60.  
Replace with raised medians and pedestrian refuges.  
(Unfortunately, University Drive is not wide enough to just add pedestrian refuges. Some other use must be eliminated.)  
Add dedicated bicycle lanes...





...and provide deep landings to support large pedestrian volumes.  
Protect the pedestrian malls with stout bollards.





# College-Main Pedestrian Mall

A Safe, Secure, and Attractive Gathering Place

## Safe, Secure...

- Plenty of crosswalk cueing space
- FM 60 Median refuge
- 2-phase FM 60 signals
- Crash-rated bollards protect all ends
- Wide fire lanes
- Dedicated marked bike lanes

## ...and Attractive

- Enhanced pavements

With space for:

- Adaptable street furniture
- Landscape, shade trees
- Encourage Façade improvements?

# How does a Pedestrian Mall at the College Main Intersection improve bicycle and pedestrian safety?

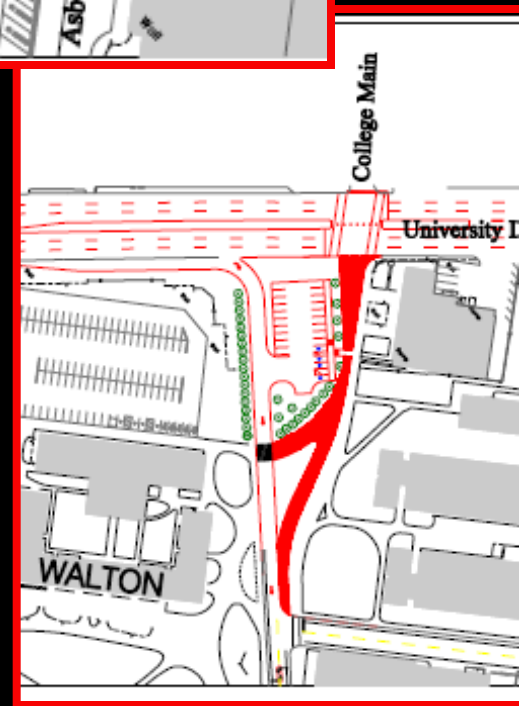
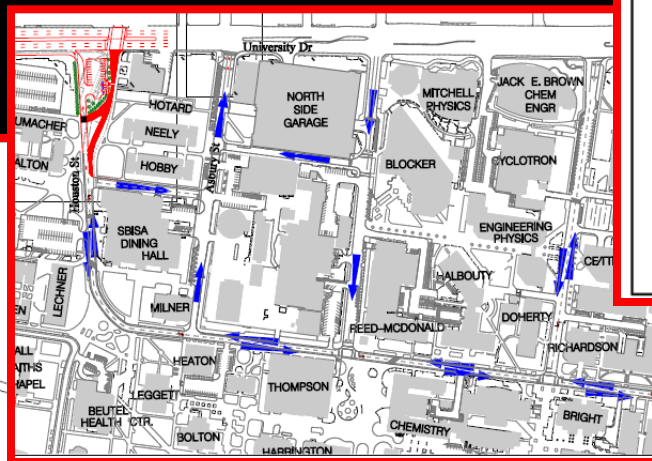
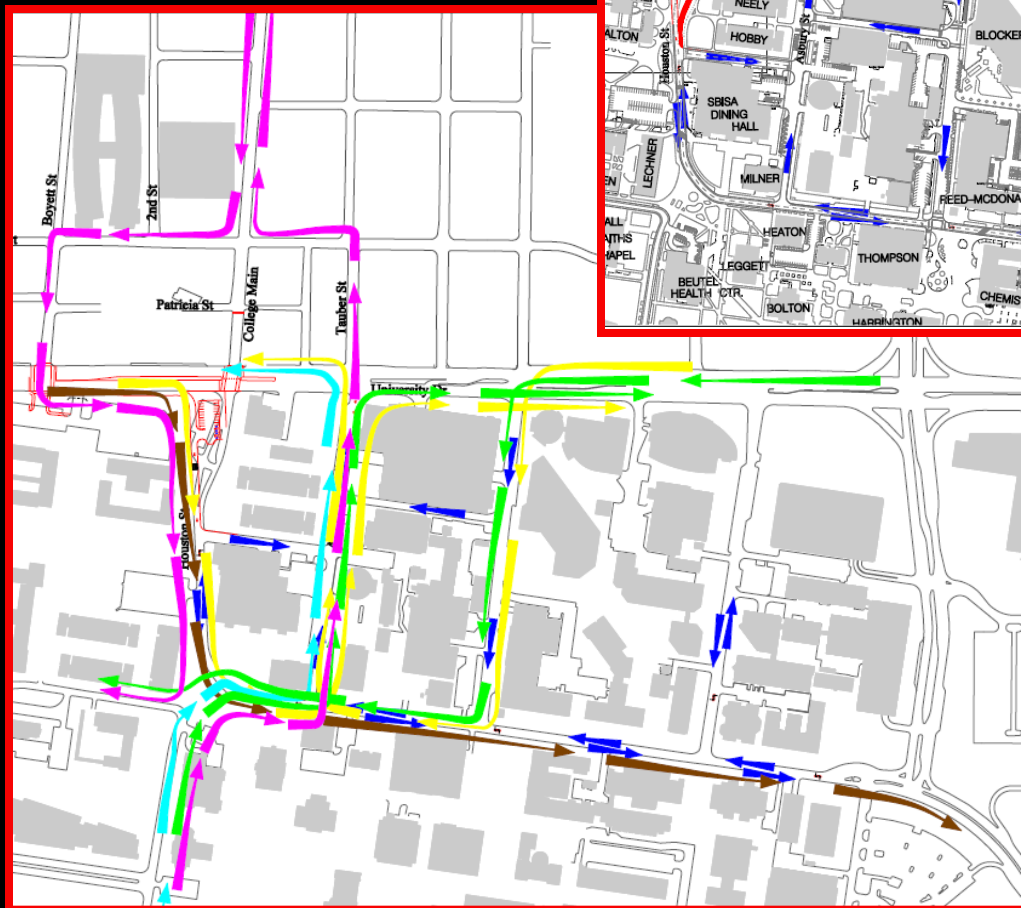
- The 2-phase signals increase both pedestrian/bicycle and vehicular crossing times.
- 2-phase signals eliminate conflicts from turning vehicles.
- Pedestrians get plenty of landing space.
- Raised medians and refuges shorten crossing distances. Disabled pedestrians can reach safety even at peak traffic periods.
- Located on the central pedestrian corridor, the mall provides a direct link between Military Walk on campus and Patricia Street Mall.
- The future will only bring more Pedestrians.

# What recognized issues does a Pedestrian Mall at College Main raise for adjacent properties?

- Prevents delivery parking on College-Main between Patricia Street and University Drive.
- Modifies vehicular circulation patterns and parking lot access.
- Reroute busses and vehicles around the pedestrian Mall.
  - Old Army, that currently runs up College-Main may reroute via the upgraded Boyett intersection, Asbury and Church Streets.
  - Other bus routes that currently enter or exit Houston Street may also require modification.



TAMU Transportation Services is studying how changes to vehicular circulation can be accommodated on campus. These are some of their ideas.



# Pedestrian Mall Advantages:

Closing College-Main and Houston Street to vehicular traffic at University Drive provides a safe, secure and attractive pedestrian crossing.

This new approach clearly improves a dangerous situation. Most importantly, it does so within a feasible, budgeted project.

The City of College Station, Texas A&M and TxDOT are all committed to working together to provide a safe facility for all users.

TxDOT can conceivably make many safety improvements by the end of next summer.



TxDOT, College Station and TAMU recognize many of these issues impact you directly.

Today we need your input.

Your questions and comments will help our designers consider the many issues unique to Northgate that we might not deal with on a day-to-day basis.





Together we can find those win-win solutions for a safer, more vibrant Northgate.

Attractive, safe pedestrian facilities should draw more visitors, residents and businesses to Northgate.

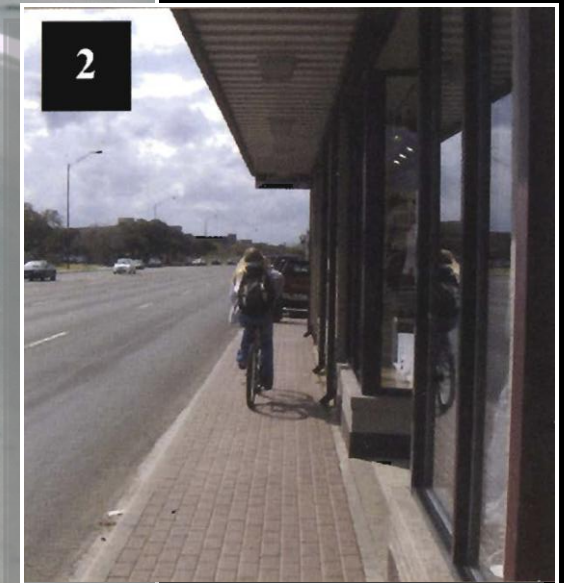
(The End)







And current conditions are just plain unsafe.



Existing sidewalks leave little room to cue up at highway crossings... and exit the street after crossing.

# TxDOT Pedestrian Safety Improvement Project

